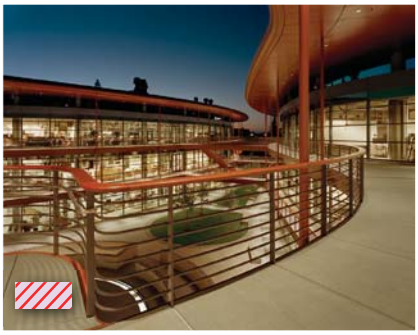
Alternative 2: Innovation Campus/Residential TOD

Alternative 2 establishes a large innovation campus, with a mix of commercial and R&D, west of the planned BART Station, affording potential synergies with adjacent industrial enterprises, including Tesla. It also locates all general industrial and manufacturing uses, and their related "hazards," west of the tracks. This alternative places a high-density TOD residential neighborhood with complementary ground-floor retail at the planned BART station east of the railroad tracks, with surrounding office and R&D providing jobs and a buffer for the residential neighborhood. The areas east and west of the planned BART station are linked by a bicycle/pedestrian crossing through the BART station and over the railroad tracks. A finer-grain street pattern, with open space corridors and parks, reinforces the pedestrian-oriented character of both the innovation campus and the residential neighborhood.



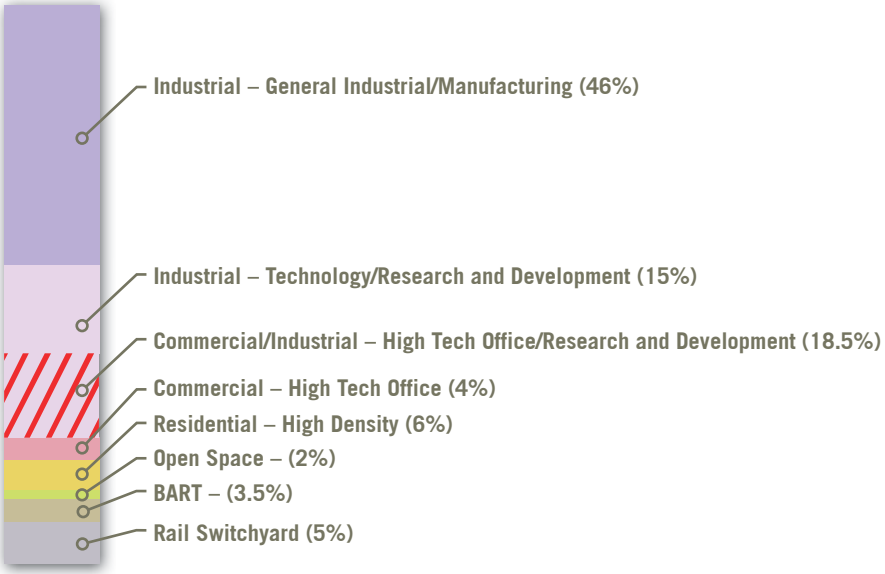
The Clark Center is an example of a well-designed commercial/industrial office space, with a restaurant on the ground floor and highly sensitive lab equipment for biotech research. (Stanford, CA)

The GooglePlex is a good example of a cohesive commercial high tech office area which offers other lifestyle amenities in addition to office space. (Mountain View, CA)

Residential units vary from 30 to 70 du/acre, which can include stacked flats and townhomes over podium parking. (Kirkland, WA)

Land Uses

For the entire Study Area



New Development

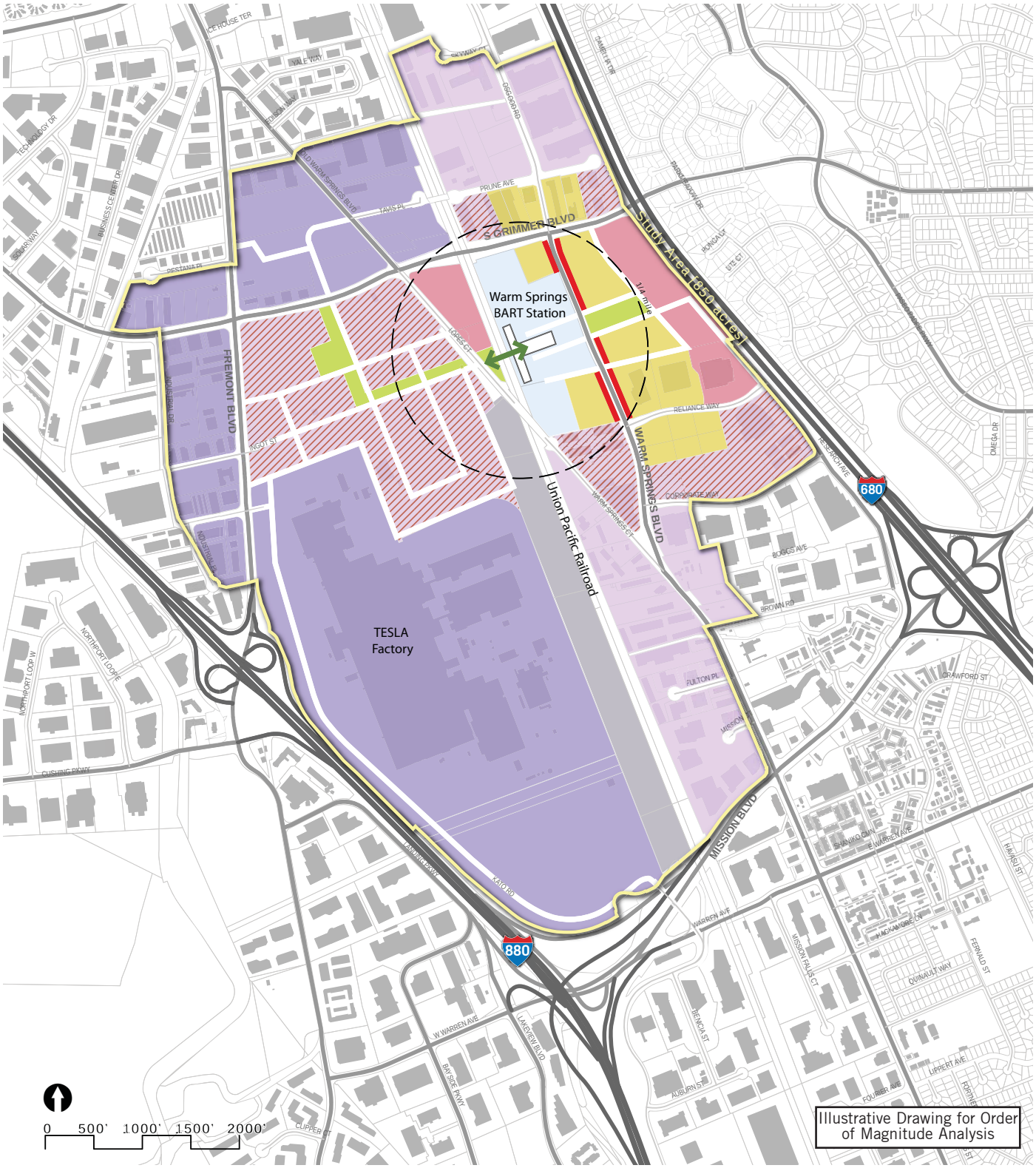
On existing vacant and under-utilized parcels and those subject to land use change

NON-RESIDENTIAL SQUARE FOOTAGE: from 4,400,000 sf to 6,900,000 sf

JOBS: from 9,700 - 19,700 jobs

RESIDENTIAL UNITS: from 2,100 - 3,200 units

Figure 5.2: Land Use Alternative 2 - Innovation Campus/Residential TOD



Industrial - General Industrial/Manufacturing	Commercial - Retail Center	BART
Industrial - Technology/Research & Development	Residential - High Density (includes support services such as retail, schools, and parks)	Railroad / Railyard
Commercial/Industrial - Office/Research & Development (Could include Special Uses such as entertainment, community facilities, and hotels)	Open Space	
Commercial High Tech Office (Could include Special Uses such as entertainment, community facilities, and hotels)	Retail Frontage	

Note: A minimum of 15 acres of rail-related uses may be developed on Parcel 1, which could affect long-term build-out. If this were to occur, employment and development assumptions may potentially be relocated to other portions of the Study Area.

Alternative 3: Innovation District/Residential Mixed-Use

Alternative 3 establishes a mixed-use living and working district, with two high-density TOD residential neighborhoods both west and east of the planned BART station. A mix of office and R&D surrounds the residential neighborhoods, creating jobs for residents and potential synergies with nearby industries. The office and R&D also buffer residential uses from nearby industrial activities. Grimmer Boulevard, lined with new office/R&D and residential uses, creates a new character for the district, becoming a high-visibility "front door" for the area. This alternative also incorporates a retail center at the corner of Grimmer and Fremont Boulevards, serving the larger area and the adjacent residential neighborhood.

Alternative 3 envisions the two residential neighborhoods having distinct characters, with the neighborhood west of the tracks having a broader range of residential types (i.e., town homes, stacked town homes, and stacked flats up to five stories), while the neighborhood east of the planned BART station having a higher-density character (i.e., stacked town homes and stacked flats). The two neighborhoods are linked by a bicycle/pedestrian crossing through the BART station and over the railroad tracks. As with Alternative 2, a finer-grain street pattern, with open space corridors and parks, reinforce the pedestrian-oriented character of the mixed-use/residential neighborhoods.

Example of biotech lab space with commercial office in a mixed-use district. (Cambridge, MA)

A small neighborhood commercial retail center can provide amenities and serve the day-to-day needs of local residents and workers. (Mountain View, CA)

Ground-floor retail frontage along Warm Springs Boulevard, near the future BART station, could enhance the community quality of life. (San Jose, CA)

Residential units in the area west of the tracks might include two-to-three story townhomes, built at 20 to 30 units per acre. (Denver, CO)

Land Uses

For the entire Study Area

New Development

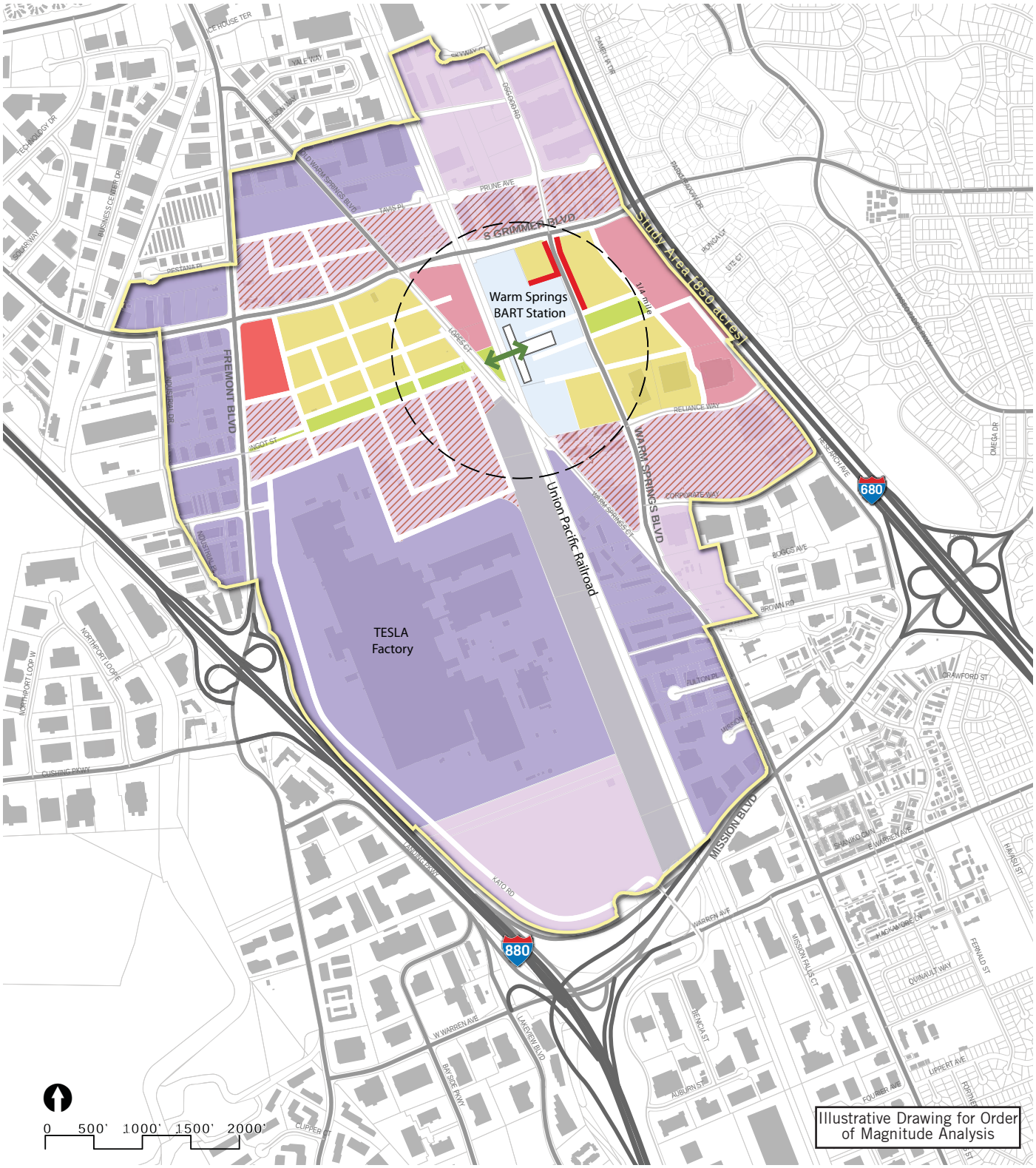
On existing vacant and under-utilized parcels and those subject to land use change

NON-RESIDENTIAL SQUARE FOOTAGE: from 4,000,000 sf to 6,700,000 sf

JOBS: from 10,800 - 20,400 jobs

RESIDENTIAL UNITS: from 2,600 - 3,900 units

Figure 5.3: Land Use Alternative 3 - Innovation District/Residential Mixed-Use



	Industrial - General Industrial/Manufacturing		Commercial - Retail Center		BART
	Industrial - Technology/Research & Development		Residential - High Density (includes support services such as retail, schools, and parks)		Railroad / Railyard
	Commercial/Industrial - Office/Research & Development (Could include Special Uses such as entertainment, community facilities, and hotels)		Open Space	Note: A minimum of 15 acres of rail-related uses may be developed on Parcel 1, which could affect long-term build-out. If this were to occur, employment and development assumptions may potentially be relocated to other portions of the Study Area.	
	Commercial High Tech Office (Could include Special Uses such as entertainment, community facilities, and hotels)		Retail Frontage		

6. APPENDIX: PARCEL ACREAGE CALCULATIONS

The following tables and figures provide background parcel and acreage information used in calculating land use allocations and new development (on existing and under-utilized parcels) for the three land use alternatives. The parcel numbers on the table opposite correspond to the parcel division maps that follow.